

The Hongkong Telegraph.

ESTABLISHED 1851.

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WEDNESDAY, FEBRUARY 27, 1907.

三月三日

英港香二月廿七日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1856.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 21,000,000
CAPITAL UNCANCELLED 3,000,000
RESERVE FUND 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU. NAGASAKI. SHANGHAI. NEWCHWANG. SAN FRANCISCO. MUKDEN. BOMBAY. PORT ARTHUR. TIENTSIN. CHEFOO. PEKING. DALNY. KOBE. TIELING. LONDON. OSAKA. NEW YORK.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARIS'S BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,

Manager. Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 4 "

3 " 2 "

T. P. COCHRANE,

Manager. Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED GOLD \$10,000,000

CAPITAL PAID UP GOLD \$ 3,250,000

RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months, 4% per cent. per annum.

6 " 4 " "

3 " 2 " "

No. 9, Queen's Road Central,

Hongkong.

CHAS. R. SCOTT,

Manager. Hongkong, 2nd January, 1907.

NEEDLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L.3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawae (Acheen), Bandjermasih.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Rangoon, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

L. ENGEL,

Agent. Hongkong, 28th February, 1906.

THE YOKOHAMA AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000
Silver Reserve \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. W. J. Gresham, Deputy Chairman.

G. Balloch, Esq.

A. J. Raymond, Esq.

B. Coetz, Esq.

A. Haup, Esq.

C. R. Lenzen, Esq.

D. M. Nissim, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.

ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 16th February, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow.

Kobe Peking Singapore Tientsin.

Tsinanfu Tsingtau Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne.

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koch.

Bayerische Hypotheken und Wechselbank.

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

ESTABLISHED 1863.

Authorized Capital Fl. 45,000,000 (L.3,750,000).

Subscribed Capital Fl. 10,000,000 (Paid-up).

Reserve Fund Fl. 1,628,800 (L. 135,737).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Pondicherry, Colombo, Karachi, Djeppah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: [The Williams Deacons Bank, Ltd.

Paris:—Comptoir National d'Escompte de Paris.

Berlin:—Deutsche Bank.

Brussels:—Banque de Paris et des Pays Bas.

Vienna:—Union Bank.

Rome:—Banca Commerciale Italiana.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits: 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

L. BOETJE,

Manager.

16, Des Voeux Road Central. [19]

Hotel.

HOTEL CRAIGIEBURN,
PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906.

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Details.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones
" " "FOWAN"	2,338 "	W. A. Valentine
" " "FATSHAN"	2,200 "	R. D. Thomas
" " "KINSHAN"	1,995 "	J. J. Lissius
" " "HEUNGSHAN"	1,998 "	R. D. Thomas

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN"	1,651 tons	Captain E. H. Grainger
" " "SUI-TAI"	1,651 "	G. F. Morrison

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.Y. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willcox
" " "NANNING"	560 "	Mackinaw

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th February, 1907.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half March	JAPAN	First half March
TJIBODAS ...	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG ...	JAVA	Second half March	JAPAN	Second half March
TJIMAH ...	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP ...	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UL"
SAIL TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,

WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

Ships.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, MAPLES, GENOA,

ANTWERP, BREMEN, HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND

SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINZESS ALICE, Captain —, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

TO NEW YORK VIA SUEZ:

	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Colombo to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227.	SATURDAY, 2nd March.
PRINZ SIGISMUND	3,302.	THURSDAY, 28th March.
MANILA	1,790.	SATURDAY, 20th April.

ON SATURDAY, the 2nd day of March, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain van Senden, with Mails, Passengers and Cargo, (Ready to load on Wednesday, the 7th February), will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

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Intimation.

Powell's
ALEXANDRA
BUILDINGS.

**CABINET
MAKERS.**

**BED-ROOM
SUITES.**
**DRAWING-
ROOM
SUITES.**

**DINING-ROOM
SUITES.**

**LIBRARY
FURNITURE.**

Section Bookcases.
Writing Desks.
Writing Cabinets.
Library Tables.
Hanging Bookcases.

FURNITURE

Suitable for Presents.

Fancy Tables.
Ladies' Work Tables,
(fitted).
Smokers' Cabinets.
Spirit Cabinets.
Card Tables.
Palm Stands.
&c., &c., &c.

Residences completely
Furnished.

**WM. POWELL,
LTD.,**
Alexandra Buildings,
HONG KONG.

Hongkong, 14th February, 1907.

Intimations.

**Messrs. K. A. J. CHO-
TIRMALL & CO.,**
64, QUEEN'S ROAD CENTRAL,
LATE NO. 8, D'AGUILAR STREET.

**A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.
ALSO
AN ASSORTMENT OF
MALTESE SILK LACE AND
COLLARS, &c.
INDIAN BUGS.
AND ALSO
A VARIETY OF
SILKS.**

Hongkong, 27th February, 1907. [43]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on
FRIDAY, 1st March:
For terms apply to—

THE HEADMASTER.

Hongkong, 25th February, 1907. [43]

[43]

HARBOUR MASTER'S DEPARTMENT:

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On WEDNESDAY, the 27th February:—From Pak-sha-wan, in a North-Easterly direction at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On SATURDAY, the 2nd March:—From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards; commencing at 9.30 A.M., and finishing at 12 Noon.

From Lyemun and Devil's Peak, in a North-Easterly direction, at ranges up to 10,000 yards, commencing at 2 P.M., and finishing at 5 P.M.

On MONDAY, the 4th March:—From Lyemun S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On TUESDAY, the 5th March:—From Albion Battery and Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On WEDNESDAY, the 6th March:—From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 10.30 A.M.

From Belcher, in a North-Western direction, at ranges up to 6,000 yards, commencing at 11 A.M., and finishing at 12.30 P.M.

On FRIDAY, the 8th March:—From Stonecutters Central, in a Westerly direction, at ranges up to 14,000 yards, commencing at 10.30 A.M., and finishing at 12 noon.

On MONDAY, the 11th March:—From Kowloon West and North Point, in a Westerly and Northerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 1 P.M.

On TUESDAY, the 12th March:—From Lyemun S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On WEDNESDAY, the 13th March:—From Albion, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, the 14th March:—From Stonecutters Central, in a Westerly direction, at ranges up to 10,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

If the weather is unsatisfactory on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &c.

Hongkong, 22nd February, 1907. [43]

[43]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but few of them really understand it, and usually weaken the body by a want of the knowledge of the disease and the person.

No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the most prominent being a desire of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—

VITAL STRENGTH & ENERGY

to throw off the disease.

The following extract from a medical work proves that as night succeeds the day, this may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination.

As it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE LITTLING LAMP OF LIFE

LIT UP AGAIN,

and a new existence imparted in place of what

had so lately seemed worn-out, "used up," and

valueless. This wonderful medicine is really

a new life, and is suitable to the same

as suitable for all constitutions and conditions, in

other seas; and it is difficult to imagine a case of

disease or derangement which it has not

cured, and has not been rapidly and

permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion all the diseases of the human frame.

THERAPION is sold by

the principal Chemists throughout the world.

THERAPION appears on British Government

Stamp (in white letters on a red ground) affixed

to every package by order of His Majesty's

Government, to which it is a forgery.

sold by all Chemists.

JAPAN AND KOREA.

INTERESTING COMMITTEE MEETING.

THE POWERS OF THE MILITARY.

The *Japan Chronicle* of Feb. 17th says:—A special committee on the Korea Forestry Bill in the House of Representatives met on Friday morning. Mr. Tsuruhara, Director of the General Affairs Bureau in the Residency-General in Korea, spoke at some length on the works initiated by the Residency-General. In the course of the speech, Mr. Tsuruhara stated that the number of Japanese residents in Korea had now reached 10,000, while the trade between Japan and Korea now exceeded Y13,000,000. The works in Korea which allowed of interference on the part of the Residency-General, explained Mr. Tsuruhara, were the reform of the local administration and police service, the improvement or development of education, mining and industries in general and road-making and other public civil engineering works. The speaker gave details of the progress of these various undertakings in a speech which lasted about an hour.

Mr. Otsu and Shindo, Progressists, desired some information as to how far the Government intended to establish Japanese influence in Korea, at the same time pointing out that Japan was trying hard to lead the Koreans into the path of civilisation, and was engaged in developing Korean resources with all possible patience.

Mr. Takenouchi wanted to know the future policy of the Japanese Government in dealing with Korea, and Mr. Otsu pointed out that the Japanese Government was responsible for the defence of the Korean frontier on the Yalu and on the Tumen, so that the Government need not make any agreement in conducting forestry business on the banks of those rivers. The Japanese military authorities in Korea, he understood, had authority to dispose of the forests at their own will. Was this a fact?

Mr. Tsuruhara, in reply, stated that the future policy of Japan towards Korea was a matter which concerned the Japanese Government, and he was not in a position to make any answer. As to the second question, he would make his answer *in camera*.

In reply to a question put by Mr. Shindo, Mr. Tsuruhara stated that an American syndicate first obtained a charter for the construction of the Seoul water-works, which were now in course of construction. The works were to be completed in the course of the present year.

In the event—continued Mr. Tsuruhara—of a Korean failing to discharge a debt or obligation to a Japanese, or committing a crime against a Japanese, the matter could be taken before the Korean authorities for redress by the injured party direct, or through the medium of the Residency-General, the authorities of which would press the Korean Government to attend to the matter.

The Japanese, who lived in the Japanese settlement in Korea and failed to pay the taxes levied upon them would be proscribed against in accordance with the Japanese law, for dealing with such defaulters. There was no legislation for dealing with Koreans in a similar case.

In reply to questions by Mr. Furukawa, a Progressist, Mr. Tsuruhara stated that in inserting in the joint forestry contract between the Japanese and Korean Governments a proviso allowing the business to be entrusted to a private company, the Japanese authorities anticipated that the time would come when the business might with advantage be transferred to a private undertaking. At the present time, however, the business could only be carried on by the military, on account of the activity of the Chungchus and the friction between the Chinese and Koreans.

The expenditure for forest-making in the vicinity of Seoul and other places in Korea was estimated at Y100,000, of which Y16,000 was intended to be expended upon forestry in the vicinity of Seoul.

At this stage the proceedings of the committee were conducted *in camera*, when Mr. Tsuruhara replied to the question raised by Mr. Otsu concerning the powers vested in the military authorities in connection with the disposal of forests.

JAPAN'S MEDICAL SCIENCE.

The *London* publishes a review by Professor Dr. Koike, Staff Surgeon-General of the Japanese Army, of the results achieved by the Japanese Army Medical Service in the recent campaign, the statistics being based on official figures. The whole number of wounded was 220,812, of whom 47,387 fell on the field of battle. In the total are included 19 army medical officers killed and 104 wounded, being a total of 123, or 2.7 per cent, of the total number of 4,517 military medical officers who took part in the campaign. Of the rank and file of the Army Medical Corps—excluding the temporary employed stretcher bearers, &c.—there fell or were wounded 450, which makes all told, 553 casualties, or 0.25 per cent. of the total number wounded. An exceptionally large strength of medical officers and men was required to deal with the enormous numbers of Japanese and Russian sick and wounded, the total of whom amounted to 63,683. The medical officers numbered 4,517, and the army apothecaries 639, while 33,97 non-commissioned officers and men were also available, making a total army medical strength of 38,751. To these must be added the help rendered by 44,645 members of the Japanese Red Cross Association and other voluntary workers. No single instance of deficiency in surgical and medical material occurred. The transport of the sick was carried on by means of army ambulance wagons, railway carriages, and Chinese peasant carts, which were hurried along by the side of the railway lines back to the field hospitals. Thence, the sick were conveyed further to the rear by train, or by boats. From the landing stages in Manchuria and Korea the wounded and sick reached their native place in special steamers. Besides these steamers, twenty well found hospital ships and many other vessels

were available for transport. After reaching Japan the sick were distributed to the respective reserve hospitals, 330,000 sick and wounded being thus dealt with in the hospitals at home.

Dr. Koike shows that, owing to the progress and improvement in the medical services in war-time, the deaths from sickness formed only about a third of those from wounds, and he draws the conclusion that, up to the present time, the Army Medical Service of no other country has shown such brilliant results.

Notice of Firm.

NOTICE.

M. HERBERT RICHARD BUDD HANCOCK is this day authorized to sign the name of our Firm.

SHEWAN, TOME'S & CO.

Honolulu, 15th February, 1907. [243]

Intimations.

HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Offices of Messrs. JOHNSON, STOKES & MASTER, No. 8, Des Voeux Road Central, on FRIDAY, the 1st March, 1907, at 5 P.M.

BUSINESS:

To arrange the programme and the date for the first Gymkhana.

R. F. C. MASTER,

Hon. Sec. & Treasurer.

Hongkong, 26th February, 1907. [245]

GREEN ISLAND CEMENT CO., LTD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 2nd March, 1907, at 11 o'clock, A.M., for the purpose of receiving a Statement of Accounts and the Report of General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th February, until SATURDAY, and MARCH, both days inclusive.

SHEWAN, TOME'S & CO.

General Managers

Hongkong, 10th February, 1907. [245]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 A.M., on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st inst. to the 7th proximo, both days inclusive.

JARDINE, MATHESON & CO.

General Managers,

Hongkong Fire Insurance Company, Limited.

Hongkong, 11th February, 1907. [245]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the six months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 26th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Praya.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 25th February, 1907. [245]

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., etc., one hour daily. Apply, stating terms, etc., to

S. C. Hongkong Telegraph.

Hongkong, 5th February, 1907. [245]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PAR

TELEGRAMS.

[Keister's.]

The Russian Army.

LONDON, 25th February.
General Bidering, replying to the taunts of General Kropotkin, says: It is only bad workmen who find fault with their tools. He repudiates the criticisms of the rank and file as unjust and unpatriotic.

The Wreck of the "Imperatrix."

Seventeen persons have now been rescued from the *Imperatrix*; many more remain on board.

Later.

The *Imperatrix* is regarded as a total loss. The captain, all the officers, except the third engineer, and the majority of the crew have been brought to Canea. Thirty-nine of the crew including eight Lascars were drowned.

General Booth's Tour.

General Booth has started on his tour to America and Japan.

The Development of Manchuria.

The *New York Times* states that Japan has purchased 50,000 tons of steel cars for immediate shipment for railways in Manchuria.

CHINESE GUN-BOATS AT KORE.

DEPARTURE OF THE "CHU-TAI."

The first of six sister-ships being built for the Imperial Chinese Navy by the Kawasaki Dockyard Company—the *Chu-tai*—left Kobe on Sunday morning for Woosung, reports the *Japan Chronicle* of Feb. 19. The *Chu-tai* was launched on May 29th last, and some days ago—having already passed her steam trials—her guns were tested, and the ship was formally transferred from the builders' hands to the Chinese Government. On Sunday morning a number of guests were invited by the Kawasaki Dockyard Company to inspect the vessel before her departure, and to take part in the customary proceedings attending the commencement of a maiden voyage.

The *Chu-tai* and two of her sister-ships (which are laying in the harbour almost completed) were gaily dressed on Sunday morning, the Chinese Dragon Ensign being conspicuously displayed. The new gun-boat, in a close inspection showed, is fitted in the very latest style. She is 200 ft. long, 25 ft. wide, has a displacement of 740 tons, and a draught of 8 ft., being specially designed for service on the Yangtze. She has two tubular boilers, placed end on, and triple-expansion engines of 1,200 horsepower, and with only one boiler in use can make over ten knots an hour with ease. Her armament consists of two 12-centimetre guns, one forward and one aft, two 12-pounders, and two Maxim's, all of which were made in Japan, while the two Nordenfeldts were sent out from England. The "casing-tower" is protected by 1-in. armour-plate, and contains the usual steering-gear and signalling connections with various parts of the ship. A large search-light of latest naval pattern is fixed to the forecastle, while on the bridge are electric signals and speaking-tubes communicating with the captain's cabin, engine-room, etc. The chart-room is fitted in approved style, and contains the two ship's chronometer and other instruments. The crew's quarters have accommodation for ninety men, and a double-berthed sick bay is attached, fitted and furnished with every convenience and necessary.

The captain's cabin is a very handsome and roomy apartment, tastefully carpeted and upholstered, the wainscoting being of solid mahogany. The seven officers' cabins are also fitted in mahogany, while the officers' mess-room is built of mahogany, pitch pine, and teak, all beautifully polished. The captain's cabin and the mess-room each contains a large oil-stove of latest pattern, though steam-pipes are also carried all through the after-part of the ship for heating purposes. The pantries, galleys, lavatory and sanitary arrangements appear to be all that could be desired; while the ship is lit throughout by electricity.

After an inspection of the vessel, the guests assembled on the after-deck, where refreshments of various kinds were laid out on tables, with the 12 centimetre gun as a substantial and impressive centre piece. Among those present were Taoai Li Yu, Taoai Wong Tat Fu, Commander H. W. Yen, Imperial Chinese Navy, Mr. Chang Fu, Chinese Consul at Kobe, Mr. Wong Sewin, interpreter at the Chinese Consulate, Mr. Li Yin-shi, Mr. Ho-yune, Mr. Midzuno, Japanese Consul at Hankow, and Mr. K. Matsukata, representing the Kawasaki Dockyard Company. There were also a number of students from the Chinese School in Kobon board, accompanied by their teachers. Several speeches were made by the Chinese officials, and complimentary toasts to the *Chu-tai* and the Kawasaki Dockyard were enthusiastically honoured, Rizetti's band playing the Chinese national anthem and other music.

The preparations for the departure of the *Chu-tai* being now completed, the visitors were trans-shipped to the Kawasaki Company's launch *Mirume Maru*. The gun-boat was then taken in tow by one of the dockyard tugs and taken out to Wada Point, accompanied by the *Mirume Maru*. The bawser from the tug-boat was then let go, and the officers of the *Chu-tai* having exchanged farewell signals with those on board the launch, the gun-boat started amid loud *Bansals* on her maiden trip to the Yangtze.

AN OFFICIAL INQUIRY.

Yesterday the Namhoi Magistrate and the Brigadier-General of Kwangchow proceeded

Fatshan, to inquire into the cause of the suspension of business by the people there, on account of the levy of a new tax to provide that place with a proper organised police force.

LIEUT. TARTAR GENERAL.

The Junior Lieutenant Tartar General Chun Ling who was appointed to a position in Peking has decided to vacate his post some time this month and proceed to Peking to take up his new appointment.

A NOTORIOUS ROBBER.

Chang Ho, a notorious robber, who had committed many cases of daring robbery, was captured in Hongkong and extradited to Canton under charge of Captain Yang the other day. He was a native of the Ching-Yuen district. As there was an offer of three thousand dollars for his arrest, he absconded and took up his abode in Hongkong.

IP-KIN, a boatman, was charged at the Marine Court, yesterday forenoon, and fined \$10 by the Harbour-master, for disobeying an order by passing against a danger flag, endangering the lives of two divers who were at work at the time. Mr. E. J. F. Pearce, overseer, in the employ of Messrs. Butterfield and Swire, was the complainant.

TROUBLE ON SHIP-BOARD.

ENGINEERS AT LOGGERHEADS.

"His attitude was very threatening towards me and I struck him before he could do anything to me." Such was the plea of self-defence made by T. R. Forster, fourth engineer of the steamer *Dukotuk*, when he was summoned at the Police Court, this morning, by Charles Nohles, of the same ship for assault. The alleged assault took place on the morning of the 24th instant on board ship. The complainant's story was that at 8.45 o'clock on Sunday morning last he returned to the ship late and went to his room to change his clothing. On the way to his cabin, he said, he met the fourth engineer who struck him, doing some damage. He could not tell how many times he was struck, neither did he know for what reason he was struck. He knew, however, that his forehead was damaged, his eye was blackened, and a side tooth was knocked out.

Defendant—Didn't you challenge me to have a fight?

Witness—I did not.

His Worship (to defendant)—Did the complainant strike you?

Defendant—I didn't wait for that.

The defendant was then called to the witness stand. He said that on Saturday night last complainant went ashore between six and seven o'clock and did not return to the ship until the following morning. During that time defendant had to attend to complainant's duty. "When he came on board I had just finished breakfast," went on defendant, "and then I went straight away to do more of his work. A little after eight o'clock I returned to the deck with two pumps. Complainant was standing at his cabin door. As he was blocking the entrance to the room I handed him the pumps to put away. 'That's not my business,' defendant said, so complainant alleged, "and moreover what right have you to do my work?" Defendant replied that if complainant was not on board ship then someone would have to do his work. "If it is anything you want," complainant is quoted as saying, "come to the after deck and fight it out. I don't want to fight in front of the Chinese." Defendant went. On arrival at, continued defendant, complainant said: "Wait here a minute until I go to my room and take my coat off." Defendant waited. Complainant returned minus his coat and waistcoat and with his shirt-sleeves rolled up. On approaching defendant complainant shouted: "You've been in my room. I've lost some money." "You accuse me of stealing your money?" defendant replied. Then complainant's attitude became threatening and accused struck him.

Witnesses were examined, and his Worship dismissed the case.

CANTON DAY BY DAY.

ENCOURAGING EDUCATION.

[From Our Own Correspondent.]

Canton, 25th February.

The reports on the annual examination in the different schools and colleges have been forwarded to the Viceroy. H. E. expressed great satisfaction with the result and has given authority to take out \$1,400 from Shau Hau Chu and to hand this sum to the Provincial examiner, to be distributed among the successful candidates as an encouragement to their studies.

A NAVAL YAMEN.

Admiral and Commander Li Chun has made an inspection of the eastern section of the new bund intending to establish a yamen there for the convenience of carrying on his naval and military administration and exercising general control of military affairs.

YUET-HAN RAILWAY.

On the 21st instant, a meeting of the Yuethan Railway Company was held in the Railway Company's Office for the purpose of discussing the idea of submitting one copy of the register of shareholders and one copy each of the registers of subscriptions collected by the different charitable institutions to the Government Railway Bureau for investigation. There were present some seventy people, among whom were members of the charitable institutions and merchants. At the meeting it was decided that as the account books of the company have been audited and everything found correct, and the company is to be under mercantile management, the books now asked for should not be submitted to the Bureau for investigation at all.

OPUM SMOKERS DECAPITATED.

On the 18th instant, Captain Ha of the Sha Kok Fort, Hsia Tigris, reported to the High Authority that some of the troopers in that fort were in the habit of gathering together to smoke opium and asked for instructions to deal with them. Now the High Authority, being exceedingly annoyed with all the offenders, ordered that they should be executed in order that the Government regulations might be strictly obeyed.

THE NEW BRIDGE.

Mr. Lau Cheong Hing, promoter of the Canton River Iron Bridge Company, has drawn up a plan and specification of the proposed iron bridge to be erected at Yau Lan Man and has submitted a copy to H. E. the Viceroy for approval. The bridge is to be 1,220 feet in length and 40 feet in breadth. The Dutch Folly rocks are to be used as the foundation for the bridge.

AN OFFICIAL INQUIRY.

Yesterday the Namhoi Magistrate and the Brigadier-General of Kwangchow proceeded Fatshan, to inquire into the cause of the suspension of business by the people there, on account of the levy of a new tax to provide that place with a proper organised police force.

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TRADE MARKS REGISTRATION.

HONGKONG LAW SHOULD BE COPIED.

The following letter is addressed by Messrs. Cantwell & Co., Calcutta, to the *Singapore Free Press*:

We would suggest your stirring up your Colonial Government to move with the times and enact a Patents and Trade Marks Law of the modern type similar to that the Government of Hongkong and Ceylon have enacted.

The existing Straits Patent Law is a most antiquated affair being merely a copy of the Indian Act of 1859 and which India dropped in 1888.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

Hongkong and Ceylon Legislatures have each enacted up to date Trade Marks Ordinances for the protection of British Trade and it is a pity that the Straits Colony should be the only Government on the Eastern trade route that has not provided such in the interests of British commerce.

The following editorial comment is appended to the above letter:

The only statutory law on the subject is the Merchandise Marks Ordinance III of 1883, which is a penal Ordinance and imposes a penalty of two years' imprisonment or less for (1) forging a trade mark (2) falsely applying to goods any trade mark so nearly resembling a trade mark as to deceive or (3) applying any false trade description to goods. The Imperial Patents Designs and Trade Marks Act of 1883 has been held not to apply to this Colony, although it was argued that, being an act relating to mercantile law, it was adopted by section 6 of Ordinance 4 of 1878. There is no register of trade marks in the Colony and no Order in Council has yet been made under section 10 of the Imperial Act of 1883 applying the provisions of the act to the Colony of the Straits Settlements. The owner of a trade mark in the Straits Settlements must therefore rely on his common law rights which are similar to those in force in England prior to the Trade Marks Registration Act in 1875. If he can prove a right of property in a trade mark by an exclusive and continuous user for a reasonable period, he is entitled to maintain an action for infringement and can obtain both an injunction and damages. Registration in this Colony is therefore merely strong presumptive evidence of exclusive use. Trade marks are registered and only British registered trade marks are noted or recorded at the desire of persons, but such had no legal effect, except that it would probably be accepted as evidence in a Court of Justice. The City Editor of *M. A. P.* recommended a broker to correspond with the broker proved an outsider, and never invested the client's money at all, but banked it in his wife's name. The correspondent sued the newspaper and got £1,400 back, the money the broker lost for him, on the ground that the editor was responsible for recommending to him an irresponsible broker. We hereby disclaim all responsibility for the above "exception" of the law, if any patent agent or owner of a trade mark thinks fit to take any action in consequence of it.

ANTI-OPUM AGITATION.

THE PENANG ASSOCIATION.

The Penang Anti-Opium Association is full of life and energy. It has commenced publishing a monthly journal from the Chinese New Year and its very first issue is full of interesting Anti-Opium Agitation items. The following two leaders in the first issue of the journal state the aims and objects of the Association.

OUR APPRAIL.

It is out pleasant duty in this, the first number of the Journal of the Penang Anti-Opium Association, to be able to make a direct appeal to our readers and enlist the sympathy of those who have the welfare of their fellow-being at heart.

So many harsh things have been said and even done against us due, we do not doubt, to misunderstanding, that we feel it right to take this early opportunity of assuring our readers that we have started this Association with no selfish or vindictive, but with a purely philanthropic, spirit.

Our primary object is to discourage as much as possible the habit of opium smoking, and, incidentally, of morphine injection, and to render medical aid to those who are desirous of it at no expense to themselves. It is generally acknowledged that a large number of our young men first acquire this habit without knowing the disastrous consequences which result later on both to themselves and their families. Amongst our workmen, too, we regret to see that a good many have taken to the drug; this has most often been due to ill-advised attempts at trying to relieve minor discomforts occurring during the course of one's natural life. For the above class of people, especially, our Association will try to do its utmost.

Of the twenty or so promoters of this Association only a few can really be called men of independent means; the rest have to work hard to earn their daily bread as well as look after this charitable work. But so long as we receive encouragement and co-operation from the public, for whose interests we have spent and are spending many hours in self-denying labour every day, we shall strive our utmost to carry out our programme and hasten the time when the smoking of opium may be looked upon on every side as a relic of the past.

The present anti-opium movement is spread far and wide all over the East. In Malaya, our sister societies in Singapore, Penang, Selangor and Malacca have done excellent

work, and it would indeed fare ill with the good name of Penang Chinese, who are usually regarded as the most progressive of our race; if they did not join the cause. Hence, although we have had to fight for our very existence for two months, we have never despaired of ultimate success, and to-day, the 29th of January (or the 16th day of the Chinese twelfth moon), we congratulate ourselves that we have at last managed to see our Association along with its Hospital formally opened under auspicious circumstances.

That our way will not always be smooth we fully understand, and it is because of this that we are issuing the present appeal to our friends of both sexes, to assist us in every way they can. We shall thankfully welcome pecuniary aid (however small it may be) and advice as to the best means for effecting our purpose, from persons interested in charitable work. Those who are not opium smokers may enrol themselves as members on payment of the annual subscription of \$1 each, which sum also entitles them to a free copy of this Journal and other publications of the Association. To our ladies we would appeal particularly, for it is their influence that is most felt in the household: a word or two from them on the harm caused by opium will accomplish more wonders for our cause than pages of printed matter. We are at the commencement of a new year, when every one makes some sort of good resolution for the future. We venture to hope that those who are opium smokers will resolve to cure themselves of the habit, for the Association, the specific and the doctors, both European and Chinese, are at their service; whilst those who, happily like ourselves, are not addicted to the drug, may combine with the Association in warding off the ravages of a vice which has been largely responsible for sapping the national strength of China and for bringing so much disgrace on our people throughout the world. We cannot therefore conclude our appeal better than wishing all our readers and friends a very happy new year and freedom from opium.

OUR HISTORY.

The Penang Anti-Opium Association was called into existence by public clamour at the meeting, held in the Chinese Town Hall on October 26th, 1906. To most present at that meeting it was quite clear that the immense crowd had not come to hear speeches or to be harangued about the evils of opium smoking; it had made up its mind on that matter very decidedly, and only, desired to know where and what the remedy was. A few leaves and twigs and a bottle of some liquid were exhibited, these were eagerly examined, and the questions: "Where can we obtain this remedy?" "When will it be here?" were constantly being put. Disappointment was plainly depicted on many faces as no definite answer were forthcoming.

It was a great surprise to most present that such a wide-spread feeling was in our midst. Since that time it has become clear that a great wave has passed over a great part of China and has spread down through the Straits and Federated Malay States.

To look in the faces of the crowd and see the pathetic look of anxious inquiry for the remedy against opium, was enough to stir the heart of any one with the slightest philanthropy within him, so that quite naturally a number of the most prominent men in the Chinese community set about the formation of an Association which would obtain, manufacture in as scientific a manner as possible, and distribute, the specific in a systematic way so as to guard against imposition by irresponsible people, who might be inclined to trade upon the ignorance of many desirous of being freed from the evils of smoking, by imposing worthless and harmful decoctions upon them. Hence the birth of the Penang Anti-Opium Association.

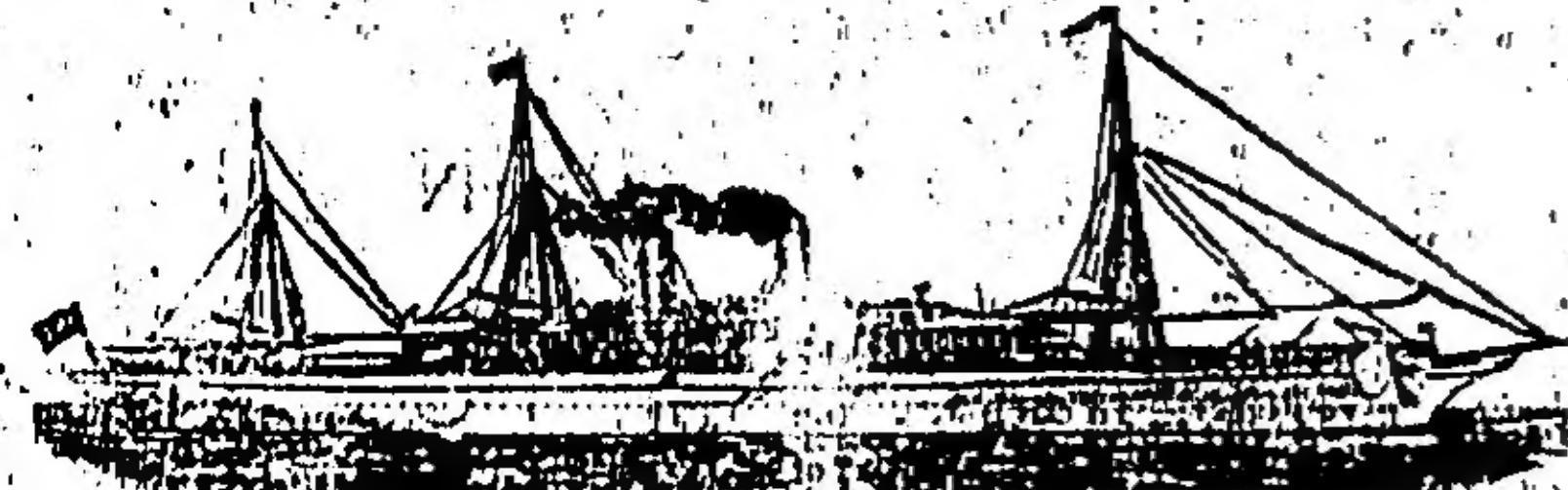
Up to the present the Association has done little but organise and reorganise, gather information on all matters bearing on the Opium Question and the specific, and secure premises. The latter are situated at 724, Love Lane.

We are now in a position to perform the tasks for which we were called into existence, and with the assurance of the Colonial Secretary that Government views with sympathy any movement the object of which is to induce persons to give up injurious excess we are prepared to go ahead. We would here assure the public that we are actuated entirely by a spirit of philanthropy and exist solely as an Anti-Opium Association, and we are not opposed to anything or anyone else.

As a Journal we have endeavoured to lay before the public some plain and reliable facts and figures which will show that there is a general wide-spread spirit of desire to escape from the curse of opium, that the Chinese Government means business and that thousands of our fellow-men are most earnest in trying to free themselves from the drug which has enslaved, impoverished and all but slain them as it has done millions of their forefathers. We shall endeavour, from time to time, to give information on the progress of the movement. We have already received many inquiries, official and un-official, from people interested in the Opium Question from India, China and England. We hope, therefore, soon, if we have not already done so, to justify our existence.—*Singapore Eastern Mail*.

THE TRAFFIC IN JAPANESE WOMEN.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, March 14th	April 1st
"TARTAR"	4,425	WEDNESDAY, March 27th	April 20th
"EMPEROR OF CHINA"	6,000	THURSDAY, April 11th	April 29th
"ATHENIAN"	3,852	WEDNESDAY, May 1st	May 29th
"EMPEROR OF INDIA"	6,000	THURSDAY, May 8th	May 27th
"MONTEAGLE"	6,163	WEDNESDAY, May 22nd	June 13th
"EMPEROR"			

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting with VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, 214 St. Lawrence Ave., V.I. New York, £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, Hongkong, 27th February, 1907.

Corner Pedder Street and Praya.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI	HANGSANG	FRIDAY, 1st Mar., Noon.
SGAPORE, PENANG & CALCUTTA	KUTSANG*	SATURDAY, 2nd Mar., 3 P.M.
TIENTSIN	CHIPSHING*	SUNDAY, 3rd Mar., daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 27th February, 1907.

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CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SWATOW, AMOY and SHANGHAI	LIANGCHOW	28th February, 4 p.m.
SHANGHAI	YOOHOW	1st March,
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE	TSINAN	8th
BRISBANE, SYDNEY & MELBOURNE		
YOKOHAMA and KOBE	CHANGSHA	18th

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

Taking Cargo and Passengers at through-ports for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 27th February, 1907.

[14]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

Steamship TAFIRO.

TAFIRO, 2540 Tons, Captain R. Rodger.

MANILA, SATURDAY, 2nd Mar., at Noon.

Steamship RUBI.

RUBI, 3540 Tons, Captain R. Almond.

MANILA, SATURDAY, 9th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 25th February, 1907.

[15]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

Steamship TAFIRO.

TAFIRO, 2540 Tons, Captain R. Rodger.

MANILA, SATURDAY, 2nd Mar., at Noon.

Steamship RUBI.

RUBI, 3540 Tons, Captain R. Almond.

MANILA, SATURDAY, 9th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 25th February, 1907.

[15]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship LOWTHER CASTLE.

The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 17th January, 1907.

[16]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "HAMBURG" and "HOHENSTAUFEN." These steamers offer the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the a.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HAMBURG	3rd March.
RHENANIA	1st April.
HOHENSTAUFEN	10th April.
SILESIA	1st May.
SCANDIA	20th May.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HAMBURG	16th March.
RHENANIA	1st April.
HOHENSTAUFEN	10th April.
SILESIA	1st May.
SCANDIA	20th May.

* Call at Lisbon.

[17]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS:—*Telegraph*, Hongkong.THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward-mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

AMERICAN DEGENERATES.

NEW YORK'S SENSATIONAL TRIAL.

HISTORY OF THE THAW FAMILY.

Lovers of sensation will have enough excitement this week in the trial of Mr. Harry Thaw for the murder of Mr. Stanford White, writes "Anglo-American" in *The World*. The legal trial, I should say, for ever since the affair took place, in June last, Mr. Thaw has been undergoing a very severe trial, carried on day by day and week by week by all the papers in New York. Everything for and against the murdered man and the man who put him to death has been sought out, published, contradicted, published again and discussed in the columns of the various "sheets", with a heat impossible to understand until one remembers the social prominence of the two men—the one a millionaire, the other well connected and one of the leading architects in the United States. Such a journalistic trial is, of course, only possible in a country like America, which has no law forbidding any newspaper comment on a case that is sub judice.

Only those who were in New York at the time can in the least realize the tremendous sensation aroused by the tragedy. It is no exaggeration to say that on that night the trial of Mr. Thaw began.

RAILWAY KING.

Mr. Harry R. Thaw is the son of the late Mr. William Thaw of Pittsburg. His father worked hard and successfully until he amassed a large fortune, and ultimately took rank among the millionaires of America, and became known as the Railway King. Though Mr. William Thaw left several millions of dollars, he also left a large family of sons and daughters among whom these dollars were divided. He had married twice. By his first wife there were two sons and a daughter. By his second wife Mr. Thaw had three more sons, one of whom was Mr. Harry Thaw, and two daughters, Lady Yarmouth and Mrs. George Carnegie. So it will be realized that Mr. Thaw's large fortune, when divided among them, could not give each son or daughter more than a million dollars. The amount has again and again been stated at various figures, but I believe a million is sufficiently near the mark.

Some of the Thaw sons are very popular in America, and Lady Yarmouth was exceedingly well liked when as a girl she joined in the many galas provided for her. It was through her brother Harry's introduction that she first met her husband. The engagement soon followed. Then, when the delicate subject of settlement was being arranged, the brothers, who had brought the young couple together, vehemently opposed the match. The fact of the matter is that the question under dispute was dishonorable neither to Mr. Harry Thaw nor to Lord Yarmouth. One regarded the marriage agreements from the American standpoint, the other from the English; therefore they, not unnaturally, disagreed.

THAW'S MARRIAGE.

Mr. Harry Thaw was very young when he succeeded to a large income on the death of his father. He immediately launched out into a life of great extravagance in New York, Paris, and London. His bachelor dinners were famous, and he was always surrounded by a host of friends ever ready to help him to spend his money and to join him in any escapade for which he had a mind. He was, I fear, something of a snob, and men of doubtful titles and "no undoubtable character," "counts" and "princes" galore, were often to be found in his company, and did no little to encourage him in his wild career. His family lived in dread of the disgrace which they feared he would bring upon them, not because they thought him so bad, but so irresponsible. He may or may not be insane in a technical sense; but he had not the balance of mind one expects from a man who has passed his boyhood. His marriage with Miss Nesbit (who had appeared as chorus girl in *Floradora*), which took place three years ago raised a storm of disapproval among his relations.

TONGUE OF SCANDAL.

His mother did what she could

tinguished lawyer, and, it may be remembered, sat for the American side on the Alaska tribunal held over here at the Foreign Office.

A "STRAIGHT" MAN.

Of evidence for and against the prisoner there will, of course, be plenty that must not be trusted. Fortunately for him, Mr. William Travers Jerome is the district attorney, who acts as Public Prosecutor. I say "fortunately," for Mr. Jerome is one of the straightest men in America. He is the bête noire of Tammany and the terror of the gambler. He has many enemies, but even they acknowledge that he is a man of honour; and Mr. Thaw and his friends know that in conducting his case for the prosecution Mr. Jerome will be beyond suspicion, and will allow no evidence which he believes to come from doubtful sources.

MARIE CORRELLI ON WOMAN SUFFRAGE.

"Why? Because, frankly and honestly, I do not want it. Again 'why'? Because, to my mind, the very desire for a vote on the part of woman is an open confession of weakness—a proof that she has lost ground and is not sure of herself. For if she is a real woman—if she has the natural heritages of her sex, which is the mystic power to per uade, enthrall and subjugate man—she has no need to come down from her throne and mingle in any of his political ways, inasmuch as she is already the head and front of government."

She thus enlarges on man's dependence on women:

"Let those who will laugh at or sneer down the statement, the fact remains that a man is seldom anything more than a woman's representative. No man, in either business or pleasure, can ever quite shake off the influence of the woman with whom he is most privately and intimately connected. Good or bad, she colors his life. It is always a case of cherches la femme. Seek and you will find. Behind a slovenly workman there is generally a slutish wife. Behind the obstinate and stupid man, behind the timorous and time-serving man, behind the hasty politician who insults his Prime Minister, will be found in their several turns, the comploting woman, the hypocritical woman and the disappointed, egotistical, vain woman."

"Man is what woman makes him. She bears him and rears him. She is his sovereign and supreme ruler. From the first breath he draws her, and she alone, possesses him. When he is born he at once displays that fractious and fickle disposition which is so often significant of his future development; and woman has to carry him up and down in her arms, talking nonsense to him, or, as it is called, 'babu language.' She knows she has to begin that way because he would not understand sense."

Men, we are told, laugh at women's attempted intellectualism. They call a clever writer, artist or novelist of the opposite sex "abnormal" or "unsexed," and set her down, "as too old or too ugly to do anything else but attempt to secure a little doubtful notoriety by engaging in work not fitted for her capacities." Men are not wholly to blame for this low estimate. She exclaims:

"But who is to blame for this erroneous impression so widely prevalent among men? Why, the women themselves, of course. Not only because they show the most cruel and acrimonious spite and jealousy when one of their sex becomes distinguished in art or letters, but because they are the first to start unkind reports about her and against her—against her looks, her dress, her manner and even her reputation. There is no length to which women's tongues will not run when 'downing' other women more brilliant than themselves. They allow men to see this paltry display of their inferior character every day, and naturally the men draw their own conclusions. The youngest schoolboy is too often compelled to notice—and inwardly comment upon his mother's love of eatable scandal or his sister's illibous envy of some other prettier girl."

"If such are the early impressions made by the conduct of his own women relatives on a youth's mind, he will, most unquestionably, when he grows to manhood, retain the one 'fixed idea' of woman's generally inherent foolishness, while the talk of 'women's interests' will only move him to a skeptical smile."

She concludes by giving women a recipe for triumphing in the war between the sexes: Thus:

"Taking a broad survey of the contest, it is evident that man's war with woman will never end till she herself learns how to conquer him. She can do it so easily if she only will. It needs no violence—no wordy discussion. Part of his battle against her today is an instinctive desire to protect her against herself—to try and prevent her from losing all that lovely reverence, tenderness and delicacy which in long ago past days made him lift her with the attitude of an angel and guardian goddess of his life. For in his heart he would like to be able to say of her as Panuccio del Bagno of Plas wrote of his lady:—

I am all set now.

Since thus my will was set,
To serve, thou flower of thy, thine excellency,
Nor ever seems that anything could rouse
A pain of regret,

But on these dwells my every thought and sense;
Considering that from all the virtues spread,
As from a fountain-head,

That in thy gift is wisdom's best avail!

And hence without fail.

"In these lines may be found an epitome of the 'woman's rights,' which, if faithfully adhered to, should govern the world. It is better to be a Cleopatra than a 'suffragette,' even if Antony must lose Actium. And if woman would impress man with an abiding sense of her moral and mental power, and with the purity of her intellectual influence upon the history of the time, she must begin to teach him in the nursery and schoolroom, not at the polling booth,"—Marie Correlli in *The Rapid Review*.

ARRIVALS.

Taiwan, Br. s.s., *Tsao*, J. A. Martin, 26th Feb.—Saigon 21st Feb., Gen.—Chinese.
Hanoi, Fr. s.s., 781, P. Moreau, 26th Feb.—Haiphong 22nd Feb., Gen.—A. R. M.
Ningpo, Br. s.s., 1,278, E. Eddy, 27th Feb.—Saigon 21st Feb., Rice.—B. & S.
Hainan, Br. s.s., 636, A. J. Robson, 27th Feb.—Fowchow, 24th Feb., Amoy, 25th, and Swatow 26th, Gen.—D. L. & Co.
Eastern, Br. s.s., 2,272, W. G. McArthur, 27th Feb.—Kobe via Moji 20th Feb., Gen.—G. L. & Co.
Huichow, Br. s.s., 1,217, E. Forsyth, 27th Feb.—Saigon 22nd Feb., Rice.—B. & S.
Fr. No. ss., 66, C. Wärle, 27th Feb.—Saigon 21st Feb., Rice.—Antwerp, Thoresen & Co.
Dagny, No. ss., 883, O. Abrahamsen, 27th Feb.—Wakamatsu, 20th Feb., Coal—Asgard, Asgaard, Thoresen & Co.
Masan-Maru, Jap. ss., 702, I. Sakurai, 27th Feb.—Tamsu 24th Feb., Amoy 25th, and Swatow 26th, Gen.—O. S. K.

Clearances at the Harbour Office.

Kashima Maru, Jap. ss., 1,746, A. Nomura, 20th Feb., Kobe 11th Feb., Gen.—Order, Kusaka Maru, Jap. ss., 1,356, T. Takemura, 22nd Feb.—Moj 17th Feb., Coal—O. S. K.
Kusaga, Br. s.s., 3,110, R. C. D. Bradley, 16th Feb.—Calcutta via Penang and Singapore 19th Feb., Gen.—J. M. & Co.
Liangchow, Br. s.s., 1,200, H. Harder, 21st Feb.—Sandakan 17th Feb., Timber, B. & S.
Macao—Per *Sel Tai*, 28th Feb., 1,15 P.M.—Swatow, Amoy and Shanghai—Per *Liang Chow*, 28th Feb., 3 P.M.—Swatow, Amoy and Fowchow—Per *Halmun*, 15th Mar., 9 A.M.—Shanghai—Per *Halong*, 1st Mar., 11 A.M.—Macau—Per *Sel Tai*, 1st Mar., 1,15 P.M.—Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 2nd Mar., 11 A.M.—Manila, Simpsohnafen, Fri-Wilhelmshafen, Herberthofe, Merapl, Biakha, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle—Per *Prins Waldemar*, 2nd Mar., 11 A.M.—

Manila—Per *Zefiro*, and Mar., 11 A.M.—

Macau—Per *Sel Tai*, and Mar., 1,15 P.M.—

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 2nd Mar., 11 A.M.—

Manila—Per *Sel Tai*, and Mar., 11 A.M.—

Macau—Per *Sel Tai*, and Mar., 1,15 P.M.—

Shanghai, Kobe and Yokohama—Per *Halong*, 4th Mar., 4 P.M.—

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, 5th Mar., to A.M.—

Europe, &c., India, via Tuticorin—Per *Australia*, 5th Mar., 11 A.M.—

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.—Per *Sakuma Maru*, 5th Mar., 3 P.M.—

Shanghai—Per *Yochow*, 5th Mar., 3 P.M.—

Singapore, Penang and Colombo—Per *Sado Maru*, 5th Mar., 5 P.M.—

Balavia, Cheribon, Samarang, Sourabaya and Makassar—Per *Tibodas*, 7th Mar., 4 P.M.—

Manila—Per *Tibodas*, 7th Mar., 4 P.M.—

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 2nd Mar., 11 A.M.—

Manila—Per *Tibodas*, 7th Mar., 4 P.M.—

</div

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAV, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

THE S.S. "AUSTRALIEN,"
Captain Verrier, will be despatched for
MARSEILLES on TUESDAY, the 5th March,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nerid* bound for Marseilles
via Bombay and Aden.

Passage tickets and through bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. *TONKIN* 19th March.
S.S. *ERNEST SIMONS* and April.
S.S. *POLYNESIA* 16th April.

S.S. *VILLE DE LA CIOTAT* 30th April.
S.S. *SALAZIE* 14th May.

G. de CHAMPEAUX,
Agent.

Hongkong, 20th February, 1907.

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THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH

AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICAN
and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers accommodation in which vessel is secured, before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caladonia*, due to London on 23rd April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 26th February, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, CALLAO
AND IQUIQUE VIA
JAPAN PORTS.

Steamers Tons To sail
"GLENFARG" 4,000, March 26, at Noon
"KASATO MARU" 6,100, April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

K. MATSDA,
Manager,
York Building,
Hongkong, 25th February, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS.

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case Qts.	One Case Pts.	
COGNAC	821.50	—	
	19.00	—	
	16.00	—	
WHISKY, PALL MALL	19.00	—	
JOHN WALKER	12.00	—	
C. P. & CO'S SPECIAL BLEND	10.00	—	
PORT WINE, INVALIDS	19.00	—	
DOURO	13.00	—	
SHERRY, AMOROSO	19.00	—	
LA TORRE	15.25	—	
BENEDICTINE, D.O.M.	38.50	40.50	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906

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ACHEE & CO.
ESTABLISHED 1819.

FURNITURE.

DEPOT

FOR

BASTMAN'S

KODAKS, FILMS.

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ \$1,000,000 \$11,000,000 \$120,000,000	\$1,721,558	{ \$1.15, and bonus of 1.1% @ Ex. 2/31/— \$2.33 making \$2.80 for 1906	42 2	{ \$20 sellers London 4.108
National Bank of China, Limited	90,925	\$7	\$6	{ \$150,000	\$74,099	\$2 (London 3/6) for 1905	—	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$20 for 1905	64 2	\$295 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	{ The 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15% for year ended 30/6, 1906	6 2	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$40,000 \$111,131 \$153,844	\$2702,271	Interim div. of 3% for 1905	5 2	\$330 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$15,529	\$508,334	Tls. 2 and 3 special dividend 1.1% 1904	98 2	\$160 buyers
PIPE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$220,485 \$2,616	\$344,098	\$6 Int 1.04	6 2	\$99
Hongkong Fire Insurance Company, Limited	7,200	\$250	\$50	{ \$1,000,000 \$120,928	\$422,618	\$25 Int 1904	61 2	\$380 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$50	{ \$6,000 \$264,138 \$93,562	\$3,563	\$1.1 for 1905	72 2	\$201
Douglas Steamship Company, Limited	10,000	\$15	\$15	{ \$1,000,000 \$600,000 \$144,386	\$20,170	\$21 for year ended 30/6, 1906	7 2	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$10	\$10	{ \$1,000,000 \$280,918 \$3,999	\$101 @ ex. 2/19/6 = \$4.60	Final of 2nd half-year making \$2.00 for 1906	64 2	\$30 sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$40,000	\$2,422	\$1.1 for 1905	54 2	\$86
Hongkong Tug and Lighter Company, Limited	100,000	\$50	\$50	{ \$1,000,000 \$400,000	\$1,156	Interim div. of Tls. 2 1/2% for 1906	9 2	Tls. 60 sellers
"Cell" Transport and Towing Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$41,444 \$55,000	\$1,078	Interim div. of Tls. 2 1/2% for 1906	61 2	Tls. 60 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$32,017 \$1,68,200	\$218	\$1.5 for year ending 30/6, 1906	52 2	\$20 buyers
Taku Tug and Lighter Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,305,479 \$1,80,000	\$1,013	Interim div. of Tls. 2 account 1906	81 2	Tls. 48 buyers
TELEGRAPHIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$80,000 \$450,000 \$86,139	\$4,914	Final of \$15 making \$25 for 1905	20 2	\$125 in. and b.
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$1,32,588	\$2 for 1907	52 2	\$21
Terak Sugar Cultivation Company, Limited	7,000	\$100	\$100	{ \$1,000,000	\$1,89,35	Tls. 4 (8%) for year ending 30/6, 1906	52 2	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Limited	100,000	\$1	\$1	{ \$110,000 \$26,013	\$12,546	Final of 1/1 (No. 7) making 2% for year ended 28/2/06	54 2	Tls. 124 buyers
Central Consolidated Mining Company, Limited	100,000	\$10	\$10	{ none	\$500,050	Interim of 50 cents for account 1906	10 2	G. \$10
China Australian Gold Mining Company, Limited	150,000	\$1	\$1	{ \$4,873	\$8,745	No. 12 of 1/1 = 48 cents	—	18 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	1 2	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	\$50	\$50	{ \$200,000 \$65,160 \$20,000	\$20,040	\$2 for 1/2/06	64 2	\$948
Empkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 \$10,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	9 2	\$134 ex div.
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$18,000	\$2,221	\$2 for 1905	83 2	\$12
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$1,000,000 \$487,710	\$1,397	Final of Tls. 4 making Tls. 8 for 1905/6	71 2	Tls. 108 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$1,57,665	\$1,566	Interim div. of Tls. 8 on account 1906	58 2	Tls. 232 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	{ none	\$1,568	none	—	Tls. 225 buyers
Vangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$1,30,000</				